

### **Amendments to the Claims**

The following listing of the claims will replace all prior versions and listings of claims in the application:

#### **Listing of Claims:**

Claims 1- 17 (cancelled)

18. (New) A lifting arrangement for an aircraft fuselage comprising at least one first longitudinal fin and at least one second longitudinal fin, each of the fins positioned on lateral lower portions of the fuselage,

wherein the at least one first and at least one second longitudinal fins form a channel with the underside of the fuselage, the channel including the nose and tail of the fuselage.

19. (New) The lifting arrangement of claim 18, further comprising a third longitudinal fin positioned on the lower portion of the fuselage.

20. (New) The lifting arrangement of claim 18, further comprising at least one third longitudinal fin and at least one fourth longitudinal fin, each of the fins positioned on lateral middle portions of the fuselage.

21. (New) The lifting arrangement of claim 18, further comprising at least one third longitudinal fin and at least one fourth longitudinal fin, each of the fins positioned on middle-to-low portions of the fuselage.

22. (New ) The lifting arrangement of claim 20, further comprising at least one fifth longitudinal fin and at least one sixth longitudinal fin, each of the fins positioned on middle-to-low portions of the fuselage.

23. (New) The lifting arrangement of claim 22, further comprising a seventh fin positioned on the lower portion of the fuselage.

24. (New) The lifting arrangement of claim 18, wherein the at least one first and at least one second longitudinal fins are curved around an axis approximately parallel to a longitudinal axis of the fuselage, the convexity of the at least one first and at least one second longitudinal fins towards the exterior.

25. (New) The lifting arrangement of claim 18, wherein the at least one first and at least one second longitudinal fins are flat.

26. (New) The lifting arrangement of claim 18, wherein the at least one first and at least one second longitudinal fins are retractable.

27. (New) The lifting arrangement of claim 18, wherein the fuselage is elongated and has a constant circular cross-section.

28. (New) The lifting arrangement of claim 18, wherein the fuselage is elongated and has a constant semicircular cross-section with flat lateral walls.

29. (New) The lifting arrangement of claim 18, wherein the fuselage is elongated and has a constant oval cross-section.

30. (New) The lifting arrangement of claim 18, wherein the underside of the fuselage is flat.

31. (New) The lifting arrangement of claim 18, wherein the at least one first and at least one second longitudinal fins are fixed.

32. (New) The lifting arrangement of claim 18, wherein the area of the fuselage between the nose and the tail of the fuselage has a thickness widening from a lesser to a greater degree towards the rear of the fuselage.

33. (New) The lifting arrangement of claim 18, wherein the upper surface of the fuselage has an elliptical cross-section.

34. (New) The lifting arrangement of claim 18, wherein the at least one first and at least one second longitudinal fins are vertical.

35. (New) The lifting arrangement of claim 20, wherein the at least one third and at least one fourth longitudinal fins are positioned horizontally and laterally.

36. (New) The lifting arrangement of claim 21, wherein the at least one third and at least one fourth longitudinal fins are positioned horizontally and laterally.

37. (New) The lifting arrangement of claim 21, wherein the at least one third and at least one fourth longitudinal fins are laterally slanted.